
CITY OF BEAUFORT
REZONING ANALYSIS RZ15-02
PUBLIC HEARING DATE: JUNE 23, 2015

Applicant

The applicant is Beaufort Retail Investment, LLC. This is a rezoning request as a result of a petition for annexation.

Site

The property to be annexed is located at 4 Airport Circle, and is identified as R200 018 000 054E 0000. The property is located near the intersection of Sea Island Parkway (US 21) and Airport Circle (see attached Site Location Map). The lot, which is approximately one acre in area, is currently undeveloped. The property had been the site of a Beaufort County solid waste convenience center.

Annexation Issues

The property is contiguous to the existing city limits. All municipal services will be available to the property upon annexation. Fire service in this area of the City is provided by a contract with Lady's Island Fire District.

Present Zoning

The property is zoned "S1 Industrial" under the County's Community Development Code. The S1 zone permits office, manufacturing, industrial, warehousing, and uses that support them. The zone is also designed to permit small businesses and incubator businesses. Moderate to high intensities are permitted to achieve maximum land utilization.

Proposed Zoning

The proposed zoning for the lot is "HC Highway Commercial District" (HC). As described in the UDO:

The HC Highway Commercial zoning district is intended to be developed and reserved for general business purposes and with particular consideration for the automobile-oriented commercial development existing or proposed along the City's roadways. The regulations which apply within this district are designed to encourage the formation and continuance of a compatible and economically healthy environment for business, financial, service and professional uses which benefit from being located in close proximity to each other; and to discourage any encroachment by industrial, residential or other uses considered capable of adversely affecting the basic commercial character of the district.

The HC District permits all types of office and commercial uses. A variety of auto-oriented uses are permitted including drive-thru and drive-in restaurants, vehicle sales and service, gas stations, and car washes. Warehousing, wholesale sales, and light industrial services are also permitted. The lot adjoins property in the City zoned Airport Junction Planned Unit Development (PUD). The

Airport Junction PUD has been approved for Highway Commercial and Limited Industrial Uses (see attached Land Use Summary Chart and Master Plan/Regulating Plan).

Consistency with Comprehensive Plan

The Framework Plan in the City’s Comprehensive Land Use Plan designates the area as “Growth Sector 1 (G-1) Moderate Density Residential Neighborhoods.” An excerpt from the comprehensive plan describing the G-1 sector is attached.

Consistency with Civic Master Plan

The Civic Master Plan does not set out a specific redevelopment plan for this area.

Land Use Compatibility

A produce packing operation is located across Airport Circle from the subject lot. The Lady’s Island Airport is located north of the property on the west side of Airport Circle. The “Island Shops” project is proposed for the adjoining property zoned PUD. This includes a 149,000 square foot Walmart store and 32,750 square feet of retail space in an outparcel on Sea Island Parkway.

Suitability of Property for Uses Permitted in Current Zoning District

The property is proposed for annexation, so a City zoning designation is required. The infrastructure to serve the property is proposed to be developed in conjunction with development of the Island Shops.

Suitability of Property for Uses Permitted in Proposed Zoning District

The property is proposed to be developed as part of the adjoining commercial center in the Airport Junction PUD.

Availability of Infrastructure

Water and sewer will be brought to the property as part of the Island Shops development.

Public Notification

Letters to adjoining property owners were mailed on June 3. To date, staff has received no public comments on the proposed rezoning.

Staff Recommendation

Staff recommends approval.

Site Location Map



EE-3 LAND USE SUMMARY CHART

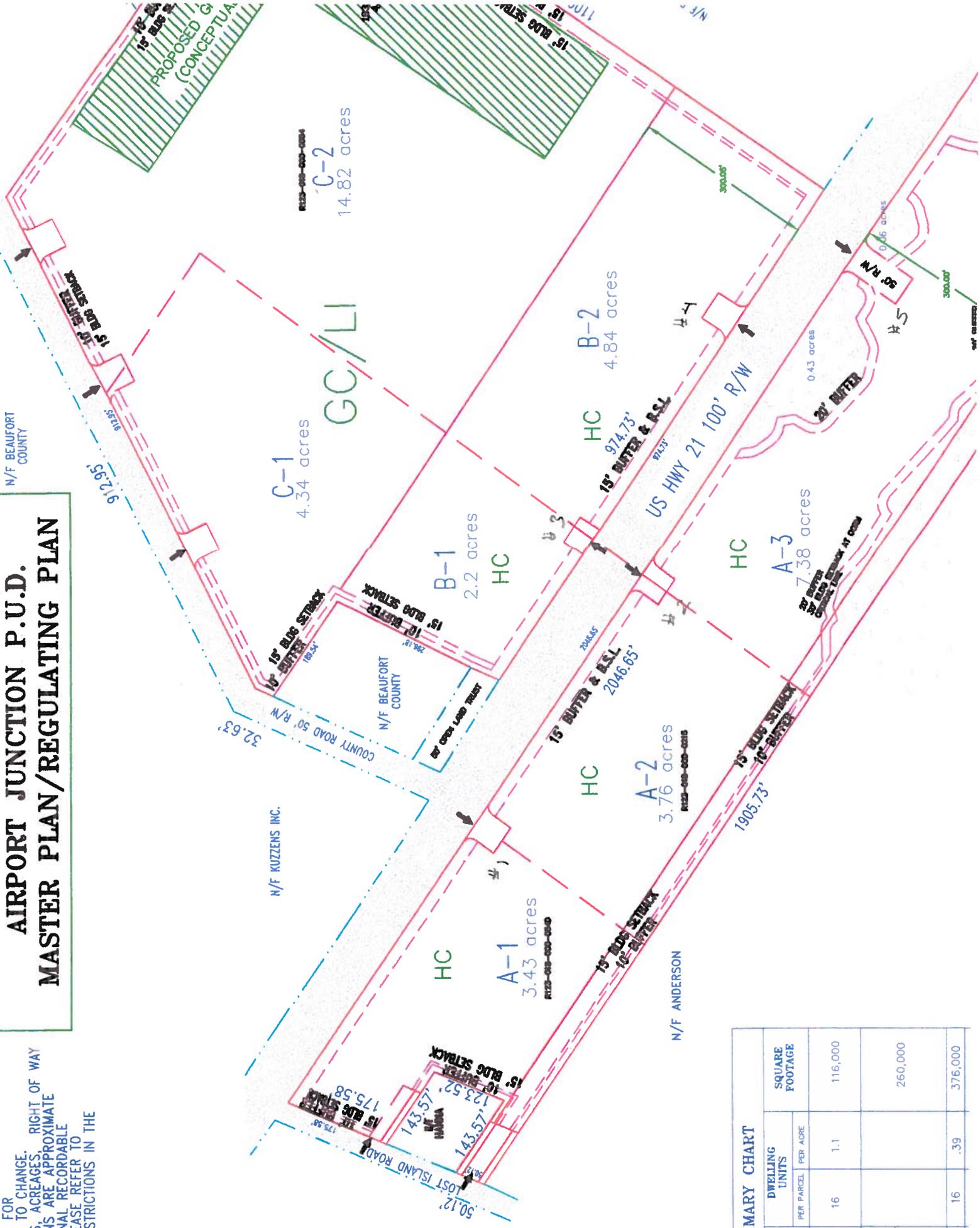
For purposes of designating specific areas of land use the Airport Junction Tract has been divided into Parcels. The Parcels are referred to in the Land Use Summary Chart below and in the PUD Master Plan (EXHIBIT EE-6).

PARCEL	ACREAGE		USE	Dwelling Units		Square footage
				per parcel	per acre	
A-1	3.43	14.57	Highway Commercial	16	1.1	116,000
A-2	3.76					
A-3	7.38					
B-1	2.2	7.04	Highway Commercial			260,000
B-2	4.84					
C-1	4.34	19.16	Highway Commercial/ Limited Industrial			
C-2	14.82					
Open Space	8.15					
Gross	40.77			16	.39	376,000
Net	30.91			16	.51	376,000

The figures presented in the above chart represent maximum dwelling units for the Airport Junction Tract, as well as maximum square footage computations for Highway Commercial, General Commercial, and Limited Industrial space. The Tract has 40.83 acres. The number of dwelling units shall not exceed 16. The total square footage of

AIRPORT JUNCTION P.U.D. MASTER PLAN/REGULATING PLAN

PREPARED FOR
SUBJECT TO CHANGE.
DIMENSIONS, ACRES, RIGHT OF WAY
DESCRIPTIONS ARE APPROXIMATE
FOR FINAL RECORDABLE
PLANS, PLEASE REFER TO
AND RESTRICTIONS IN THE



TOTAL		DWELLING UNITS		SQUARE FOOTAGE
		PER PARCEL	PER ACRE	
AV	CIAL	16	1.1	116,000
AV	CIAL			260,000
AV	CIAL			376,000
AV	CIAL	16	.39	

PRESERVED OPEN SPACE (O-1)

The O-1 sector represents the basic "green infrastructure" of the community providing critical habitat for wildlife; protection of water quality and protection from flooding and erosion; and needed recreation and greenspace for the human habitat. This category, indicated in dark green on the Framework Map, comprises lands that are already non-developable, such as wetlands, conservation easements, required stream buffers, and parks.

RURAL/CONSERVATION LANDS (O-2)

This sector includes areas that are prime candidates for moving into the O-1 sector through conservation easements or other open space acquisition/protection measures. This sector consists of lands that should be off-limits to development except occasional conservation neighborhoods at very low densities due to environmental conditions, urban service factors, and proximity to the MCAS operations.

GROWTH RESERVE SECTOR (GR-1)

The GR-1 sector is intended as a holding zone or reserve area for future urbanization in the northern Beaufort County region. Care should be taken to ensure that this area not be developed as a low-density suburban subdivision as there is sufficient land area to create an urban center supported by walkable neighborhoods.

MODERATE DENSITY RESIDENTIAL NEIGHBORHOODS (G-1)

The G-1 sector is intended for relatively moderate density residential development. It includes areas that are not likely locations for redevelopment, as well as lands that are not proximate to thoroughfares and are not projected to be high growth areas due to limited access to transportation network, existing services, and utilities. In addition, poor/wet soils that are not typically appropriate for development are included in this sector, which is intended for relatively low-density development.

URBAN NEIGHBORHOODS/TINDS (G-2)

The G-2 sector contains denser, mixed-use development at the scale of neighborhood centers, indicated by the small (1/4 mile) circles, and suburban, residential development at the scale of walkable "traditional neighborhoods" shown in orange. This type of residential development creates an identifiable center organized around a small public square or green, often with some civic facilities or a building such as a church or a small store.

NEIGHBORHOOD MIXED USE & CORRIDOR MIXED USE (G-3)

The G-3 sector is intended to apply along high capacity regional thoroughfares at major transportation nodes, or along portions of high-traveled corridors. G-3 land generally falls within areas for higher-intensity regional-serving developments, marked by the dark purple 1/2 mile-radius circles. Neighborhood Mixed-Use Designations (G-3A) are intended for a mixture of uses intended to serve the surrounding neighborhood. Corridor Mixed-Use areas (G-3B) are intended for a mixture of regional-serving commercial, residential, and institutional destinations.

DOWNTOWN BEAUFORT (G-4)

This sector is comprised of areas with existing development, with a relatively dense street grid, and which are appropriate for redevelopment or additional development. This area is, in large respect, appropriate for redevelopment and new infill development and well served with infrastructure (roads, utilities, etc.), and access to services and amenities.

CIVIC & INSTITUTIONAL USES

In addition to the geographic sectors, the Framework Plan indicates two related special land uses: the existing schools and other civic sites such as the hospital, the university and technical college, and the library. These civic and institutional uses/properties are related to the community's permanent civic and green infrastructure since large pieces of land on many these properties will continue to be undeveloped open space.

INDUSTRIAL/EMPLOYMENT CENTERS: SPECIAL DISTRICT (SD)

As regional employment centers, industrial districts also fall into the G-3 sector. Industrial development is shown around the existing Beaufort Commerce Park and in areas where industrial and distribution facilities are currently located or approved for development by current zoning.

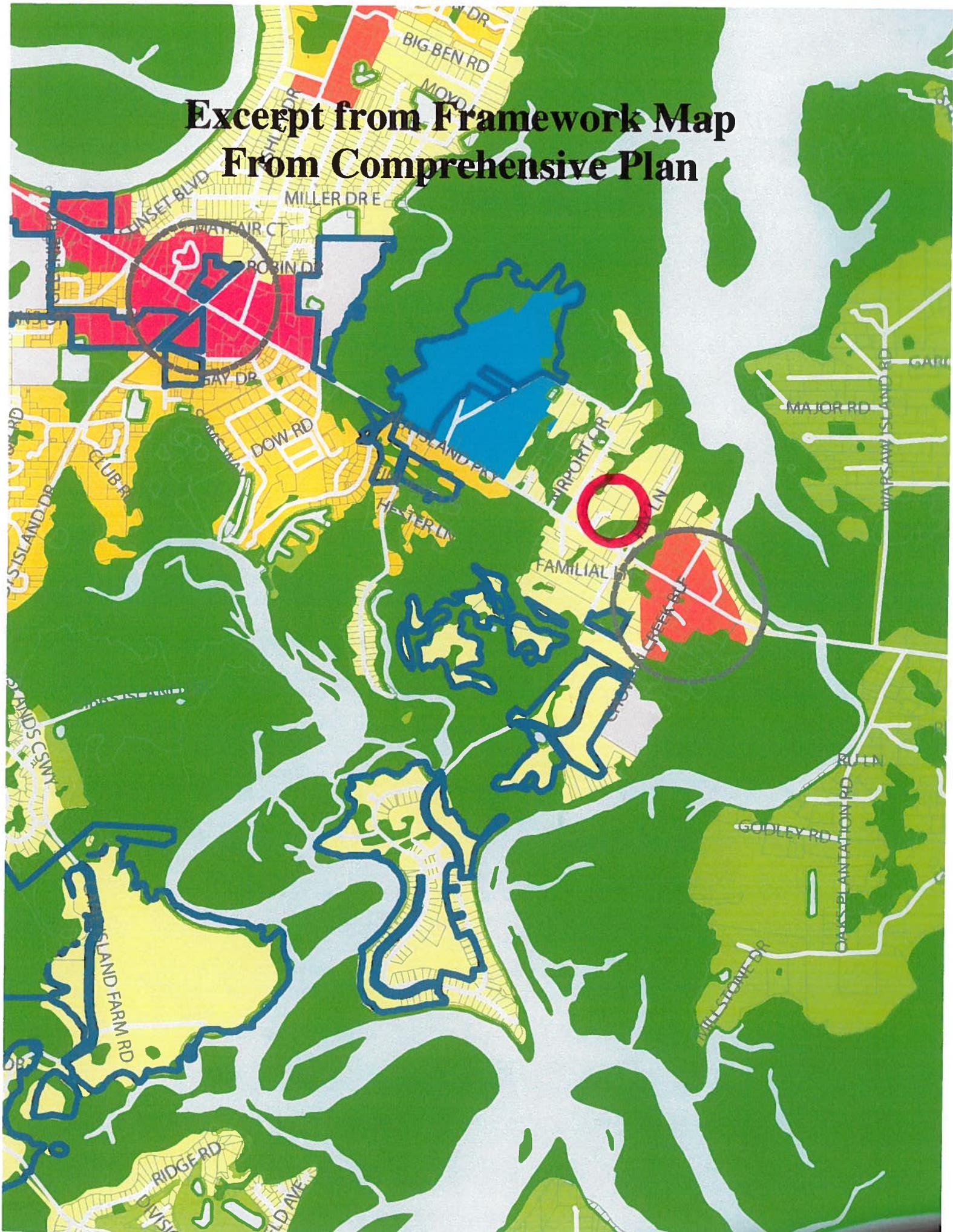
NEIGHBORHOOD CENTERS

Neighborhood Centers, shown as the small black circles on the Framework Map, are based on a 1/4 mile radius (a typical 5-minute walk) from a key intersection. They are intended to be mixed-use activity centers serving surrounding neighborhoods with retail, services, civic uses, and higher density housing.

REGIONAL CENTERS

Regional Centers are mixed use activity centers with employment and commercial uses that attract people from beyond the immediate neighborhoods and from surrounding communities. These centers are appropriate for commercial and employment development as well as the area's highest density housing. The area of these centers is based on a 1/2 mile radius (a typical 10-minute walk)—the larger circles on the map.

Excerpt from Framework Map From Comprehensive Plan





Source: Randall Arndt

Conceptual view of hamlet-type development: buildings clustered around a cross-roads

FG 1.4 GROWTH SECTOR 1 (G-1): MODERATE DENSITY RESIDENTIAL NEIGHBORHOODS

The G-1 sector, indicated by the light yellow on the Framework Map, is intended for relatively moderate density residential development. This sector includes existing moderate-density residential neighborhoods (generally less than 4 units/acre) that are not likely locations for redevelopment. It also includes lands that are not proximate to thoroughfares and are not projected to be high growth areas due to limited access to transportation networks, existing services, and utilities. In addition, poor/wet soils that not typically appropriate for development are included in this sector, which is intended for relatively low-density development. Soils information should be overlaid and investigated a detailed level when developing in these areas so as to avoid the most sensitive soil types.

Appropriate development in this sector typically consists of cluster developments such as conservation subdivisions, or low-density residential development on relatively large lots. For Beaufort, this sector is generally located away from planned neighborhood or regional centers and close to heavily encumbered O-1 or O-2 land.

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

The community types and land uses appropriate for this sector are:

- existing low-moderate density suburban residential neighborhoods
- moderate-density residential development (up to 4 units/ gross acre) if developed as a traditional neighborhood and if significant open space is conserved in the neighborhood or as part of a transfer of development rights from O-1 or O-2
- limited neighborhood retail and service uses
- civic uses (parks, schools, religious and government uses)